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1	TO	PRIORI	TY				
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		PLS PA	SS TO BRIG	GEN BEVAN AND		S.	25X1
		SUBJEC	T: DAILY :	STATUS - 24 JUL	£ 1974		
	•	1			JESDAY FLIGHT WAS	FULLY SUC	CESSFUL.
1				· · · · · · · · · · · · · · · · · · ·	CALLED AND HEATER		
					· ·		
1				·	AY BACK HERE. WI		
					IS VIRTUALLY 1004		
					CART EVALUATION O		
			DAY FLIGHT		and should be in	the contract of the contract of	
	•	FRIDAY	AMARA TH	IS SHOULD COMPL	ete "h" tests and	ALLOW TWO	
	* **	DRIVER	s to depar	r as scheduled	ro support end Ru	N FERRY LE	G TO
1			DO YOU	U HAVE ANY OBJE	CTIONS TO OUR APP	ROVAL OF M	od for
		SECOND	SET OF LI	SHT WEIGHT MOUN	rs7		
	<i>7</i> ★	2	. FUEL LO	ADING - END RUN		·	
1		REFERE	NCE A:	22 JUL	74 (APP. 1, ANN	EX A, OPOR	D 3-74)
	.		B:	, 19 JU	LY 1974		
	9	A	. PLANNED	FLIGHT TIME IS	11 HRS 59 MIN BA	SED ON ACT	UAL. OBSER
	3	••			·		
		AUTHEUM.	icating officer	S E C R	E 2 IMPOET		IG DEFICES
		A SHOW IN IT PROPERTY IS			<u>E 1</u> ME ISSUING OFFICE IS PRO		
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was 28 knot head wind. Horst possible wind fore-CAST IS 40 KNOT HEADWIND WHICH WOULD ADD 22 HIN. TO ENROUTE TIME AND 52 GAL. TO FUEL USED.

- FUEL RESERVE REQUIRED IS 10 PERCENT OF ENROUTE TIME TO DESIGNATION AND ALTERNATE. A NOMINAL FIGURE FOR THIS MISSION IS 72 MM. THIS FULL SHOULD BE AT 10 THOUSAND FEET MAXIMUM ENDURANCE AIRSPEED. TO BE REASONABLE, 200 GAL WAS ESTABLISHED AS LANDING FUEL.
- USING THE WORST WIND (40 KNOT HEADWIND FORECAST) AND THE INCREASED FUEL REQUIRED, FUEL REMAINING AT 20 THOUSAND FEET WOULI BE 353.7 GALLONS. ESTIMATING AN ADDITIONAL 100 GALLONS FUEL WILL BE REQUIRED FROM 20 THOUSAND TO TOUCHDOWN AT HONOLULU DUE TO CONGESTION.
- TOTAL WEIGHT FIGURES (REF B) ARE ANYWHERE IN BALL PARK, PLANNED FULL LOAD HAY BE REDUCED 53.7 GALLONS OR LESS TO BRING 051 WITHIN GROSS WEIGHT LIMITATIONS WITH 200 GALS REMAINING 25X1 CH LANDING.
- IRIS S/N 8003 IS SCHEDULED FOR DEPARTURE FROM WITH PERSONNEL FRIDAY. FOR

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Coordinating officers

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REPRODUCTION BY GIVEN TWAN THE ISSUING OFFICE IS PROMINITED.

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		SECRET	PAGE 3		CITE		
	70 F	4. APPROA	CHED BY	TODAY CON	CERNING	its dest	LE TO GET
25X1	25X1		out	OF ANALYSIS	ROOM.	AT THAT 7	TIME LEARNED
	20/(1	THAT IT HAD BEE	N PARTIALLY D	esassimbled,	AND THE	Y PLANNEI	TO MOVE IT
		TO A "STAIRWBLI					
		RESPONSIBILITY					
		WOULD FOT BE AV					
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25X1		froi.		MED HE THAT			
		WITH YOU, CHOO				•	
		WEEKEND), THAT					
		WOULD BE KEPT	im such status	THAT IT COL	LD BE US	ED OPERA	TIONALLY
		ON A MOMENTS N	TICE. IT WAY	BE MOVED OU	T OF ITS	PRESENT	LOCATION,
	• .	BUT TO A PLACE	III A SECURB II	ALL VICE STA	IRWELL.	COMMENT	₹
	•		LEFT AN SCHEDU				•
		6. LIOUI	DATION PLAN WI	TH FULL COOL	DINATIO	N REACHED	SAT
	t.	FOR APPROVAL TO	- -				•
25X1			REGRET THAT N	IV STATUS RE	PORT OF	YESTERDAY	25X1 MAY NOT
	•	7. L					THE SUBJECT
	G .	HAVE BEEN TOTA	_				EQUESTED TH
25X1	2	ofground	STATIONS. THE	HAUTS AKE	LITA I	nas r	
	7		COGRON	NATIONS OFFICERS			25X1
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